

SOUTH LAKE UNION NEIGHBORHOOD 2012 On-Street Parking Changes

Changes in 2012:

- Increase number of blocks allowing 10-hour parking
- Increase rate of most 10-hour parking from \$1.25/hour to \$1.50/hour
- Decrease rate of 10-hour parking to \$1.00/hour north of Broad St
- Remaining 2-hour parking is unchanged

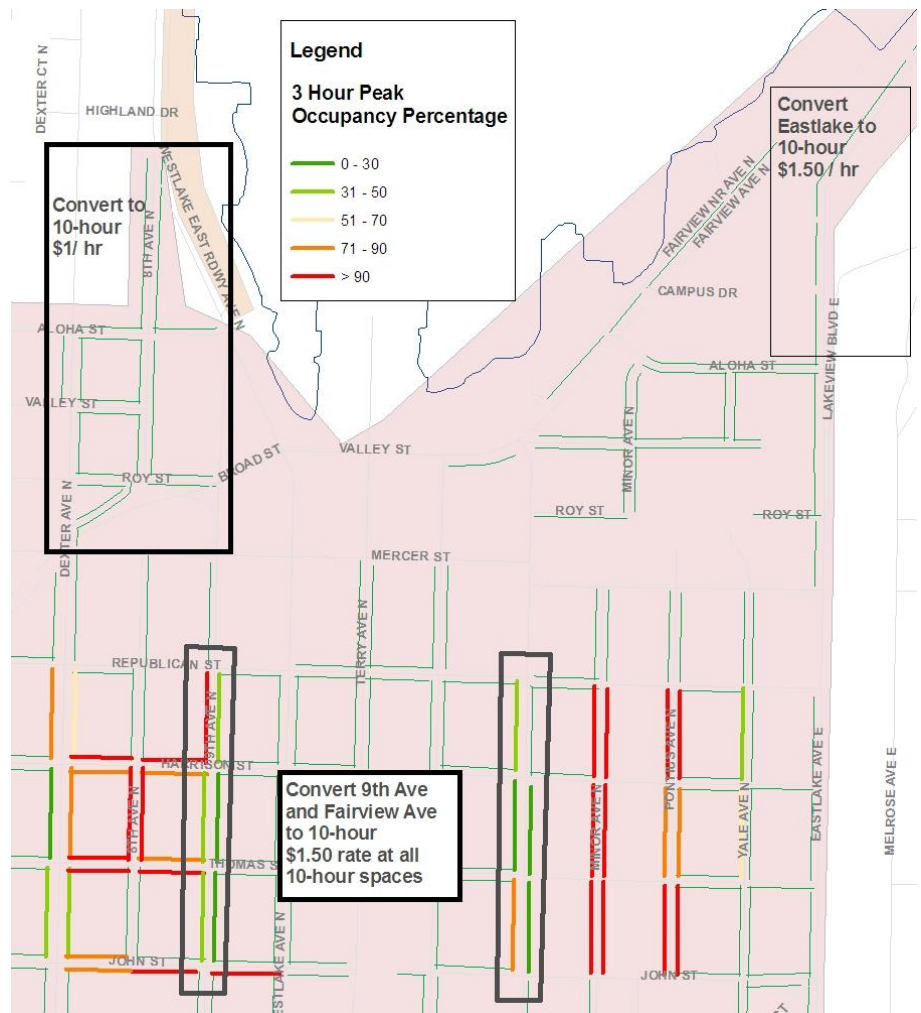
Data:

The 2012 changes are based on the results of the 2011 parking study using the 3-hour peak occupancy.

	1-Hour Peak	3-Hour Peak
	2010	2011
2-Hour Spaces	55%	52%
10-Hour Spaces	73%	84%

Map:

- The 10-hour paid parking showed a dramatic increase in occupancy, demonstrating a need to raise the parking rate from \$1.25 to \$1.50 per hour.
- The exception is the area to the north of Broad Street around Dexter Avenue North, where occupancy remains low—lower rate here to \$1.00/hour.
- Convert the 2-hour paid parking to 10-hour on 9th Avenue North and Fairview Avenue North, and along Eastlake Avenue East.



Performance-Based Parking Pricing Background

In 2010, the City Council directed the Seattle Department of Transportation (SDOT) to set paid parking rates by neighborhood to achieve the policy objective of providing an average of one to two open spaces per block face throughout the day. In November 2010, SDOT conducted a citywide parking study, collecting hourly occupancy data on over half of Seattle's 13,500 paid parking spaces. Based on the results of the study, SDOT established 2011 on-street parking rates in Seattle's 23 paid parking areas ranging from \$1.00 to \$4.00 per hour.

The City Council also directed SDOT to study how different types of pricing might affect parking choices, and to conduct a second citywide occupancy data collection effort (and annually thereafter) to evaluate effects of the 2011 pricing decisions and to inform the 2012 rate-setting process. SDOT reported findings to the City Council in September. The reports are online at <http://www.seattle.gov/transportation/parking/performancepricing.htm>.

The pricing study included citywide paid parking data collection and analysis, economic analysis, identification of potential demonstration projects, and public engagement components. A Parking Sounding Board was formed to include a wide variety of community stakeholders.

2011 Parking Data Collection

The 2011 occupancy data collection was conducted in June after rates had been changed. The colored lines on the neighborhood map show the blocks where data was collected. The 2010 and 2011 data were compared and measured against occupancy target ranges. The findings include:

- 1) In areas where rates were increased, there was a reduction in occupancy into the target range.
- 2) In areas where rates did not change, results were mixed, with minor fluctuations in occupancy up and down.
- 3) In areas where rates were lowered, there was not a corresponding increase in occupancy – in fact occupancy in some areas dropped.

These findings led SDOT to consider additional pricing strategies, in addition to changing parking rates, such as dividing neighborhoods into high-use core and lower-use peripheral areas with different rates and time limits. The intent is to provide incentives to parkers to walk a bit farther to access the more available and lower priced parking supply.

Next Steps

Parking changes are part of the Mayor's Proposed 2012 Budget and have been submitted to the Seattle City Council for consideration. The City Council will pass the final budget in late November. SDOT will implement any changes in 2012. SDOT will continue an annual parking occupancy data collection to inform future rate-setting, geographic boundary changes and other strategies to help improve parking.

For more information:

For more information, contact Mary Catherine Snyder at marycatherine.snyder@seattle.gov or (206) 684-8110.